

PENNSYLVANIA TURNPIKE COMMISSION

RETENTION OF AN ENGINEERING FIRM

**Mon/Fayette Expressway Project
PA Route 51 to Pittsburgh**

Section 53G

**Business Rt. 22 to I-376 (Monroeville)
Allegheny County, Pennsylvania**

Reference No. E-026

The Pennsylvania Turnpike Commission will retain an engineering firm to provide preliminary and final design services for the development of a section of limited access highway on new alignment between PA 51 and I-376.

This section is located in the municipalities of Wilkins, Monroeville and Penn Hills and includes a half interchange with Thompson Run Road, a half interchange with Business Route 22 and a mainline closed directional interchange with I-376. Much of this section parallels the Union Railroad in the Thompson Run Valley. Thompson Run Road will be relocated for approximately 4,800 feet and will include a new structure over Union Railroad and Thompson Run. Business Route 22 will be reconstructed for approximately 2,100 feet with new intersections and structures connecting the interchange. The closed interchange with I-376 will have three flyover ramps on curved structures. Study of alternate structure types, i.e. segmental and other types, is expected. Retaining walls will be required within the Business Route 22 interchange and the I-376 interchange. Old William Penn Highway will be relocated for approximately 1,700 feet. Culverts and relocation of Thompson Run will also be required. This section is rural with some residential and commercial areas near Business Route 22 and I-376. The total length of this section is approximately 10,800 feet.

Tasks required include, but are not limited to: Project Management; Scheduling; Project Status, Design Review and Special Purpose Meetings; Coordination with consultants involved in other design sections; Public Involvement; Coordination with Various Agencies and Special Interest Groups; Mapping; Field Surveys; Preparation of Type, Size, and Location plans; Seismic Analysis, Structural Foundation Reports; Interchange Schematics; Service Roads; Soils and Geological Investigations and Engineering; Signing; E&S/Storm Water Management; Environmental Tracking; defining environmental impacts; preparation of permit applications; development of environmental impact mitigation plans; Roadway Design; Line and Grade; Typical Sections; Interchange Geometrics; Cross Sections; Drainage - Hydraulic Computations; Contour Grading and Drainage Plan; Pavement Design; Pavement Marking and Delineator Plans; Roadside Development Plan; Structural Design; Utility Coordination; Utility Relocation Design; Lighting; Noise Barrier Analysis; Noise Barrier Design; Traffic Signal Plans; Traffic Control Plan; Right-of-Way Plans; Value Engineering; Assemble Final Bridge Plans and Roadway Plans and Final Drafting; Quantities; Tabulations; Construction Cost Estimates; Special Provisions; Contract Document Preparation; and Permits.

The Commission will consider the following factors during the evaluation of the Statements of Interest for this project:

- a. Specialized experience and technical competence of prime consultant and subconsultants. The Team must clearly demonstrate experience and competence on design of large-scale public works projects and multi-span, high-level bridge projects.
- b. Past record of performance with respect to cost control, work quality ability to meet schedules and previous experience on design projects. The consultant should identify similar projects that have been completed by that firm as the prime, the magnitude of the project, and the client.
- c. The specific experience and number of individuals who constitute the firm.
- d. Location of consultant's office where the work will be performed.
- e. Workload of the prime consultant and subconsultants for all Pennsylvania Department of Transportation and Pennsylvania Turnpike Commission projects.
- f. Other factors, if any, specific to the project.

Address these items and any necessary further details in a brief yet comprehensive manner in the Statement of Interest.

Firms expressing interest in this project must agree to ensure that Disadvantaged Business Enterprise (DBE) firms as defined in the Transportation Equity Act for the 21st Century (TEA-21) and currently certified by the Department of Transportation shall have the maximum opportunity to participate in any subcontracting or furnishing supplies or services approved under Form 442, Section 1.10(a). The act requires that firms owned and controlled by women (WBEs) be included, as a presumptive group, within the definition of Disadvantaged Business Enterprise (DBE). The goal of DBE participation in this contract will be established prior to the submission of Technical Proposals from the shortlisted firms for this project. Responding firms shall make good faith efforts to meet the DBE goal using DBEs (as they are defined prior to the Act), WBEs or combinations thereof. Proposed DBE firms must be certified at the time of submission of the Statement of Interest. If the selected firm fails to meet the established goal, it shall be required to demonstrate its good faith efforts to attain the goal. **If further information is desired concerning DBE/MBE/WBE participation**, direct inquiries to the Contracts Administration Department, Pennsylvania Turnpike Commission at the above address, or by calling (717) 939-9551 Ext. 4241.

Direct inquiries about this advertisement to P. Gregory Bednar, at 724-755-5182; or by e-mail at gbednar@paturnpike.com. Direct contractual questions to George M. Hatalowich at (717) 986-8737; or by e-mail at ghatalow@paturnpike.com.